

Ward 6 Staff



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Ward 6 Newsletter

Tucson First

May 11, 2015

In this issue...

Broadway	1
Rio Nuevo and Broadway	3
2016 Budget	3
Project Mariposa	6
Sports 'n Spokes.....	7
Additional SunGo Sales Outlets.....	7
More Alternative Transportation.....	8
Blenman/Elm and Sam Hughes	8
Charter Changes on the Ballot	9
Events and Entertainment	9

Broadway



Last Thursday, the Citizen's Task Force came to agreement on moving a baseline alignment forward to M&C on June 9th. It's six travel lanes, with the decision as to when/if to dedicate 2 of them to transit left for a later time. That'll be based on need and funding. The CTF was divided on what they're sending to us, but they've worked long and hard to get to this point. Some of the Task Force members felt what's being forwarded onto M&C deviates too far from the original ballot language. Others felt it still has an unacceptable negative impact on surrounding neighborhoods

and existing structures.

It's unrealistic to expect everybody to be in full agreement on such a complex project. In addition to the alignment, the CTF added a few caveats:

- Employ a green streets approach, adding water harvesting where the opportunity exists.
- Eliminate the indirect left hand turns that had been suggested in earlier designs.
- Study "best practices" from other jurisdictions and implement them as appropriate.

The focus now shifts to land use. The baseline alignment will change as the engineering folks get out into the street, begin to approach property owners and do their best to find solutions to design challenges the expanded roadway will cause. The



Important Phone Numbers

**Tucson Police
Department**
911 or nonemergency
791-4444

Water Issues
791-4133
Emergency: 791-4133

Street Maintenance
791-3154

Graffiti Removal
792-2489

**Abandoned
Shopping Carts**
791-3171

**Neighborhood
Resources**
837-5013

SunTran/SunLink
792-9222

**Environmental
Services**
791-3171

Park Wise
791-5071

**Planning and
Development
Services** 791-5550

**Pima County Animal
Control**
243-5900

**Pima County Vector
Control**
Cockroach: 443-6501
Mosquito: 740-2760

Continued: A Message From Steve

CTF provided staff with a set of design parameters within which they can work to achieve the broad goals they and the public have identified. They include items such as:

- a. The primary street design parameters are intended to have the least impact to adjacent properties.
- b. Secondary design parameters in order of priority, where space allows, include things such as raised bike lanes, 8' sidewalks, enhanced pedestrian environment, and bus pullouts at arterials long enough to accommodate two busses.
- c. Respect Broadway as a transit corridor.

Cost will necessarily play a role in how the roadway design moves forward. As I've said for the past three years we've been going through this, we don't have the money to demolish 120 buildings and expand the road to 150'. Apologies to the guy who approached me and said I should support the original ballot language, but that's the reality. Even if we did, that concept makes no sense, for reasons related multiple times in this newsletter previously.

Cost will also inform decisions as to where we might narrow the road, which of competing properties may need to be demolished, and what other amenities we can afford to make the corridor a truly walkable destination. We don't have excess cash sitting around and so this will have to be built within the allowed budget.

As I noted last week, the Grant Road process is now beginning talks with surrounding neighborhoods related to land use, with the possibility of creating overlay districts to guide development. It might make sense to start the same sort of dialogue with respect to Broadway. Doing so may help solve some of the parking and access issues we'll have to address. It's worth a conversation with our design team to see whether it'd be helpful or not.

With respect to our design team, let me just say that I chose that word intentionally; "respect." I respect the technical capabilities Beth Abramovitz, Mike Johnson, and Gene Caywood bring to the table. I respect the "street cred" Nicole Ewing-Gavin and Rebecca Ruopp bring to the process. Combined, they form the nucleus of a larger group that will keep the design parameters in mind as we start on the next phase of this project. Jenn Burdick has navigated a tough path getting us this far. None of those folks, or the rest of our staff who have worked on this project, deserve anything but gratitude for the commitment they've shown. I know I've been an occasional handful for each of them, and they've handled that with grace.

To the guy at the CTF meeting who accused me of "meddling" in the process, if by that he means sitting with all of the respective stakeholders and my constituents, listening to their concerns, and trying to ensure they had a voice in the process, then I'm guilty as charged. To the guy who suggested that I shouldn't trust staff to continue that listening process as we approach this next phase, I **don't** share that lack of confidence.

Just as the CTF was divided on the alignment they sent to us, at the end of this process there will be divided feelings on how it turns out. But I will recommend supporting the Task Force draft alignment with the conditions they've offered when it comes to us on June 9th, and I'll continue to work alongside all relevant stakeholders as we move into the next phase of the project.

Rio Nuevo and Broadway

On a related note, on Thursday, May 14th at 10am, the Rio Nuevo Board will be considering investing in some of the buildings along the Sunshine Mile. Their meeting will be held in the Graham and Greenlee Meeting Rooms at the TCC.

Here's how they've described the agenda item in their public material:

12) Sunshine Mile Revitalization – Possible Action

Named in 1953, the "Sunshine Mile" is the section of Broadway from Euclid (just east of downtown) to County Club. It has been the subject of the Broadway widening debate, which, at one point, would have demolished 37 merchants within the Rio Nuevo District. The new alignment preserves many of those merchants. The Sunshine Mile merchants are interested in revitalizing the area as a mid-century modern destination and seek designation as an historical site.

The Sunshine Mile was a go-to destination for young Tucson and the home of many iconic establishments from Broadway Village, Tucson's first suburban shopping center designed by Josias Joesler in 1939, to the Bernard Freidman designed Valley National Bank at County Club built in 1971. These boulevard shops and buildings, built between 1945 and 1970, are significant architecturally and could be a destination not unlike downtown, rich with heritage and increased sales.

After hearing presentations on this subject, the Board will discuss and may vote to take action in connection with revitalizing the Sunshine Mile which may include directions to staff and/or counsel.

Sunshine Mile is their agenda item number 12, so I'd be very surprised if they got to it any time before 11am. Rio also has opportunities for Call to the Audience.

2016 Budget

This budget cycle is slipping by with little in-depth discussion. Avoiding a tough headline doesn't mean we're avoiding the reality of our tough budget challenges. It feels like the comfort of the eye of a storm and yet, there are some fundamental issues we have to confront before finalizing the FY'16 budget. To that end, over the weekend I sent staff a list of well over 30 budget-related questions that I have asked be answered and made a part of our posted study session material prior to our next M&C meeting.



Important Phone Numbers

Senator John McCain (R)
520-670-6334

Senator Jeff Flake (R)
520-575-8633

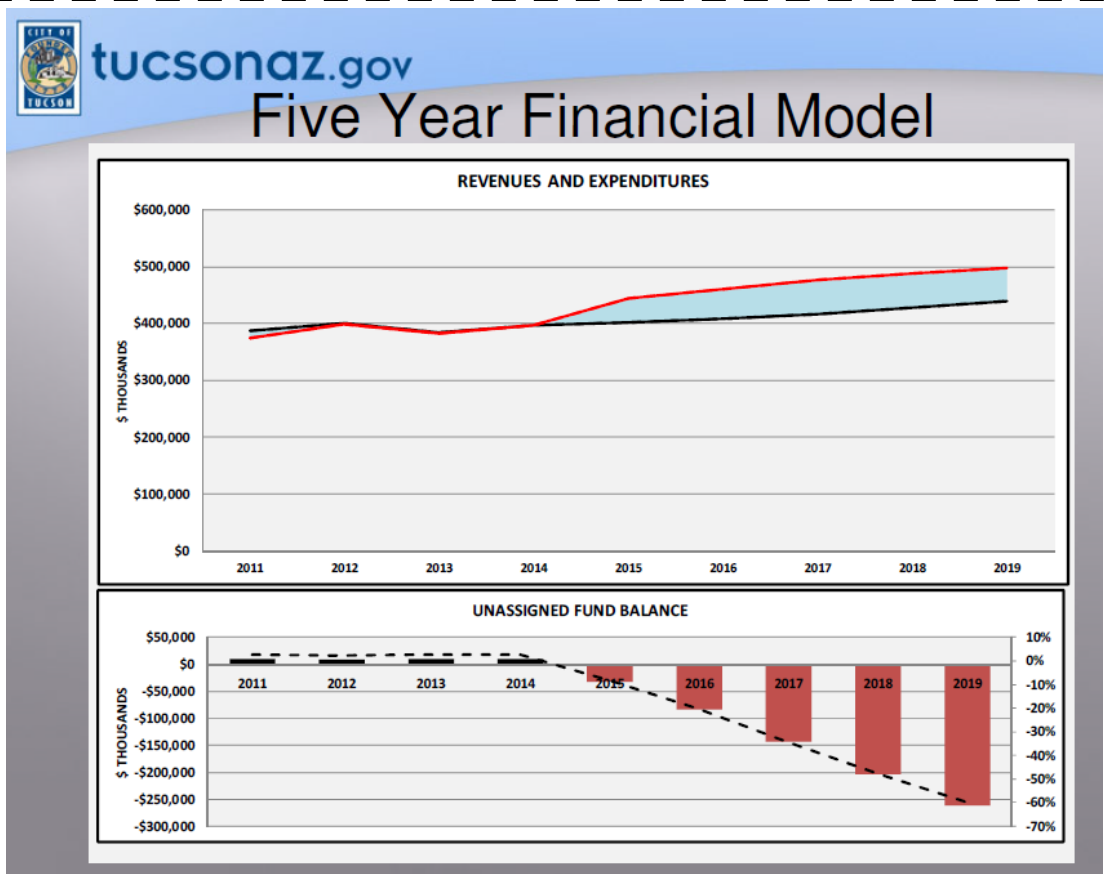
Congresswoman Martha McSally (R)
(2nd District)
(202) 225-2542

Congressman Raul Grijalva (D)
(3rd District)
520-622-6788

Governor Doug Ducey (R)
602-542-4331
Tucson office:
628-6580

Mayor Jonathan Rothschild
791-4201

ZoomTucson Map
<http://maps.tucsonaz.gov/zoomTucson/>



Last fiscal year the City Manager began the budget cycle with a presentation entitled “Adapting to the New Normal.” The chart shown above was a part of that. What it shows is our rainy day fund going deeper and deeper into the red. Our proposed FY’16 budget keeps it headed in that wrong direction.

Our current budget discussions have been curiously quiet. We seem to be headed towards voting on a budget that will have avoided any of the headlines of previous years, but will only continue our structurally imbalanced condition. I’m going to insist that we at least get a few facts on the record, if for no other reason than to alert our in-coming City Manager that, in my opinion at least, things can’t continue as they are.

This isn’t new stuff. Back in November, 2012, the Executive Leadership Team put together a list of principles that were to guide our budgeting and prioritizing. Those included “adequately fund basic services and eliminate or reduce low priority services,” “take better care of what we have; improve City facilities by investing or divesting,” and accept that we must live within our fiscal means by acknowledging the “new normal.” And this single frame:

Short-Term Fixes Will No Longer Work!

This year we’re again relying on \$9M in land sales and another reduction in our Stabilization Fund (also called our “Rainy Day fund”) to balance expenses with revenues. Those are “short-term fixes,” again.

Also last year staff indicated we had these options: “increase revenues, and reduce expenditures via service level cuts and/or reduce employee compensation.” We did neither. In fact, we gave wage increases.

By our own policy we should have a Rainy Day fund that’s 10% of our revenues. Right now, it’s about 5%. Ask our finance and budget people the last time we actually added money to that fund and they’ll shrug their shoulders. It has been that long. Our present budget proposal suggests that we’ll replenish what we’re taking from that Fund this year by agreeing to repay \$1.1M annually for the next three years. We have shown no such inclination.

Here are some of the “Key Philosophies” we were shown last year in relation to “Priority Driven Budgeting.” Things such as “prioritizing services,” “do important things well,” “question past patterns of spending,” and “spend within the organization’s means.” We were to shift thinking away from what is needed to “what is available.” It was a budget focus based on the reality we faced and still face.

So what did we do? We gave raises, refused any fare increases on busses, continued our Sick Leave Sell Back program, and didn’t implement any meaningful bus route efficiencies. That’s \$12M in missed opportunities right there.

If we’re not going to increase revenues (fares, fees) then we are faced with reducing services. A part of what staff presented last year was a prioritizing of what each department in the City does. We have to take a serious look at that list again and simply stop doing that which is beyond our core responsibility. Let the private sector take on some of the excess in what we’re doing. Let’s focus on “doing important things well” and get ourselves moving in the right direction.

None of that’s popular. We haven’t heard any of it during this round of budget talks. It’s out there now, and it needs to be a part of the community narrative – and ours at the M&C budget table.

Right now, even with us pulling over \$3M out of our Stabilization Fund, we’re relying on about \$2M in bus route savings to balance the FY’16 budget. We will see in the next few weeks if M&C leave those route changes in place, or whether they will be pulled again and we are faced with more Rainy Day reductions.

Last week, I asked which of our transit options from last year are still open for consideration. Last year, the City did a Title VI analysis and concluded we could implement some form of both fare increases and route changes. At the time, M&C didn’t want to move forward with what was being presented. But in reply to my questions, staff has “determined that the Title VI Service and Fare Equity Analysis is valid until November 30, 2016.” The “Minor Service Changes” are calculated as a part of our current budget for FY’16. If we added a 10% fare increase to the base fare, we’d add another \$730K in revenues that’d go to help protect our General Fund and our reserve funds. We’re told that we could go up as far as a \$1.6M annual savings through fare increases without doing another Title VI analysis. We’ll see what the M&C have a taste for.

We’re reaping the fallout of decisions made during the last five years of “one-time fix”

budget solutions. I'm not at all comfortable simply watching this budget cycle move to a final vote without having at least raised these issues. Things will only get worse next year when we pick up the General Fund obligation for another 25 police officers because their grant funding is running out and we face another \$18M public safety pension spike due to a likely court ruling. Next time, there won't be land to sell to bail us out.

We should be setting aside \$6M annually for building maintenance. Our contingency fund is only \$250K. We should be setting aside \$9M annually for keeping our motor vehicle fleet up to speed. This year we're not buying any new police cars.



Finally, last week while I was on Golden Microphone Award winner John C. Scott's radio show, a caller named Sean joined the conversation. He made the very accurate point that we can continue attracting service sector jobs forever, without making a dent in our local economic challenges. I pointed out to him the work we've done with annexations around Raytheon to protect that asset and avoid having them outsource more jobs to Huntsville, Alabama. I also pointed to the work we've done adding incentives out around the Port of Tucson logistics hub. Those are good moves – and they're not enough.

The list of questions I've sent into City staff largely reflect the points I've made here. They'll be on the record for our May 19th study session. The point about jobs is simply this: We do not attract those high level jobs Sean was referring to by sitting at the phone and hoping that it rings. We have to assign to our economic initiatives staff the task of hitting the road and recruiting. Go knock on doors and make clear our desire to bring new logistics and manufacturing jobs to this area. If that's already happening, the results do not bear out the success of the efforts. And to be clear, it's not just the City of Tucson that's lagging in attracting those sorts of employers. We need a region-wide consortium of players to band together and get in front of CEOs to let them know Tucson and Pima County have an open door. I'll keep hammering that point.

I'll also continue to advocate for joint City Council/Board of Supervisor public meetings – perhaps once per quarter – so we are talking together about issues of common concern.

I just want all of this on the record since it appears this budget is slated to slide through without controversy.

Project Mariposa

Last summer, we saw dozens of migrant families being dropped off at the Greyhound Bus depot. Our office, along with Catholic Community Services (CCS), the Jewish Federation, and volunteers from across the City joined together in providing assistance to the women and children who were dropped downtown by Border Patrol (CBP) and ICE. The work transitioned out of the depot and over to a CCS house in midtown.

Currently, CBP is dropping the families at the midtown location. Earlier in the year, the numbers had dropped off to a manageable amount; the house was large enough to accommodate those who came, and the supplies we had were also sufficient to meet the needs.

The weather has begun to heat up, and with that we're seeing an increased number of fami-

lies being released to the CCS site. In addition, they're arriving after having spent longer lengths of time en route, both in making their way through Mexico and in the time CBP is taking to process them. The result is more sickness and dehydration when they arrive.

If you can help with supplies, please bring them by the Ward 6 office, business hours M-F. We're at 3202 E 1st Street, across the street and a short jog west of The Loft. The sorts of things we need are Pedialyte (in large bottles, but avoid "clear,") any flavor of a Gatorade type of product, Emergen-C packets, Cup-o-Soup, and granola bars.

The CCS house is only a transition location. The families will go from there to what is usually a two to four day bus journey. For that, they can use personal hygiene items such as small bars of soap, toothbrushes and toothpaste, and some carry bags or children's backpacks.

Any help you can offer goes straight to the families in need and is very much appreciated by all who are involved with the program. Thanks to KVOA and the Star for helping to get this word out over the weekend.

Sports 'n Spokes

Sometimes the refugees don't come from Guatemala, and they don't transition through to a new destination. That's the case with Jacques Masengesho and Gasore Irankunda.

In the May edition of Sports 'n Spokes, Jacques and Gasore were highlighted in a story entitled "Out of Africa." It was a good news piece about their flight from some war torn areas in Africa to Tucson. Both have disabilities that have left them in wheelchairs – and neither of them has allowed that to stand in the way of their own self advancement.

In the story, author John Groth tells how the men fled from the Republic of Congo in 1996 and ended up in Rwanda. They developed a friendship in a refugee camp in that country that would eventually lead them to Tucson. Having had to live on 22 pounds of corn and about four pounds of beans per month, both men had added physical challenges upon arrival.

Long story made short, they got here and through the work of people connected with the International Rescue Committee (IRC, located over on N. Campbell), the two got involved in our local wheelchair basketball league. Now that they're active, both have found the exercise and activity, as well as the comradery, to be a healing experience.

Thanks to Mia Hansen from the IRC for sharing the article. We've got a lot of good people doing a lot of good things for others in this community.

Additional SunGo Sales Outlets

Sun Tran and TDOT are adding additional sales locations for SunGo smart cards. That's our fare payment system that's used throughout the region on Sun Tran, Sun Express, Sun Shuttle, and the Streetcar. With it, you can pay by the ride by loading cash onto the card, or you can purchase a pass that will give you unlimited rides during the relevant time period -- they're available for one day, seven days, or 31 day intervals.

The new sales outlets are Antigone Books on 4th Avenue, the Arizona Riverpark Inn (west

of the freeway), Maynards, and Sky Bar, also over on 4th. If you'd like to read more about the SunGo card, this link will likely answer all of your questions: <http://bit.ly/1oGpIML>

More Alternative Transportation



Each Watershed Management Group (WMG) employee receives a SunGo card that's automatically recharged by WMG at no cost to the worker. They've also got an outdoor shower and an in-house bike tune-up service center at their workplace to encourage their employees to commute on two wheels. Because their workplace sets an example for businesses throughout the region, the League of American Cyclists awarded them their Bicycle Friendly Business Award this year. WMG is the only Arizona employer that was honored in this year's award ceremony.

The award was based on four different categories: education, encouragement, engineering, and evaluation & planning. They excelled in all four areas. A part of their benefits package is the up to \$400 annually their full time staffers receive to help pay for bike equipment and repairs. Part timers also have access to a stipend. Congratulations to Ward 6's own WMG for the recognition. You can drop into the WMG Living Lab and Learning Center over at Dodge and Speedway and I'm sure Lisa and the gang would be happy to show you around the place.

Blenman/Elm and Sam Hughes

One more very local item. Some long-awaited road repair work is beginning in both Blenman/Elm and Sam Hughes neighborhoods. If you'd like to get the specifics on that work, you can either connect with Alison in our office, take a look at www.tucsonaz.gov/streetbonds, or contact TDOT Public Information Officer Mike Graham at 837-6686.

Prep work has already begun in both neighborhoods including grinding ridges, and filling cracks and potholes. That work will continue over the next week or so. Starting around the 18th, crews will apply a scrub seal. TDOT's letter to residents describes it as "a combination of asphalt emulsion, sand and gravel on the roadway." Also according to the letter, "Crews will then return to seal coat the roadway. When complete, the roadway characteristic will mirror the roadway conditions following the prep work." The work will run from 7am until about 5pm, M-F. 3rd Street in Sam Hughes and Treat Avenue from Grant Road to Elm Street in Blenman-Elm will be milled and repaved.

In order to get the equipment down the street, any limbs that overhang the road up to 14' need to be trimmed. Otherwise, the work vehicles won't clear them. City contracted landscapers have already completed the tree trimmings in Blenman-Elm and contractors are working their way through Sam Hughes. If you have your own landscaper who you'd like to do the work, please let either Alison or Mike know as soon as possible. If we don't hear from you, they're going to send our vendors (Santa Rita and R.O. Landscaping) out ahead of time to take care of the work.

The work is a further part of the Prop 409 road bonds you approved two years ago. Many thanks to the TDOT workers and staff who are administering the program so efficiently.

Charter Changes on the Ballot

Last week, we voted to send two questions to the ballot related to changing our current Charter. We've got more to discuss, but we're taking the sections the Charter Review Committee sent to us by area of focus. Next up will be financial items and how the Ward Only election issue will be addressed.

You'll be seeing plenty more on these issues as the summer unfolds. The two items we asked staff to prepare ballot language for are these:

- a. Give the Mayor a "Full Voice and Vote" on the Council. Right now, the Mayor doesn't count towards a quorum, and technically he's only supposed to vote to break a tie. He also doesn't have a vote on certain employee terminations. This ballot item would change both of those so that the Mayor's status would be equal to that of any of the Council Members.
- b. Simplifying the Appointment and Removal Process for Appointed Officers and Department Heads. Currently, the list of who M&C hire and fire includes some Department Heads, but not others. This change would retain the M&C authority to hire and remove the City Clerk, City Attorney, and City Manager. All other Appointed Officers and Department heads would be appointed by the City Manager, with consent from the M&C. The City Manager would have sole authority to remove any of them. None of the Department Heads would retain civil service protections if the change is adopted.

The CRC sent to us a list that included a Preamble, a request to make the language in the Charter "gender neutral," some "non-interference" language that specified what role Council Members should play in interacting with staff, and some changes to the Fire Chief duties. We'll make sure the parts of the Charter that are being touched by the changes headed for the ballot are made gender neutral, but otherwise we haven't acted on any of those other proposals. It appears to be the sense of the M&C that to keep the ballot changes to a minimum might be a good approach. We expect to see a long County Bond list, a salary increase item, four candidate seats, and the possibility of a few initiatives on the ballot. We might add some more, but to this point, we've only landed on the two I've shared above.



Steve Kozachik
Council Member, Ward 6
Ward6@tucsonaz.gov

Events and Entertainment

2nd Annual San Ysidro Festival

Saturday, May 16, 2015, 9 am – 11:30 am

Mission Garden, 929 West Mission Lane

Friends of Tucson's Birthplace invites you to this revived celebration of our fields and farmers. The festival will feature wheat harvesting, music, dance, a procession, blessing of

fields, and a presentation by Tom Sheridan PhD, Research Anthropologist at the Southwest Center and Professor of Anthropology at the U of A, on how the San Ysidro festival was celebrated in Tucson during the territorial period. For a full program for the day, visit: tucsonsbirthplace.org/wp-content/uploads/2015/04/SanYsidroProgram2015V-1.pdf.

PAG Transit Visioning Workshops

Wednesday, May 13, 2015, 6 pm – 8 pm; Tuesday, May 19, 2015, 1 pm – 3 pm; or Thursday, May 21, 2015, 9 am – 11 am

1 E. Broadway Blvd., 4th Floor, Santa Rita Conference Room

Pima Association of Governments will host three Transit Visioning Workshops, open to the public, to identify and discuss transit priorities to guide regional efforts in transit planning and investments. The input from these workshops will help to guide development of a regional transit vision to inform the development of PAG's 2045 Regional Transportation Plan and future regional planning processes. Questions regarding the workshops and RSVPs may be directed to Katharine Hardy at khardy@PAGregion.com or 792-1093.

Tucson Movies in the Park

Fridays; May 22, June 6, June 19, July 17, July 31 and August 14, movies begin at dusk (approximately 7:45-8:15pm)

Reid Park, 900 S. Randolph Way

Cox Communications is sponsoring the Tucson Movies in the Park this summer in partnership with Southern Arizona Arts and Cultural Alliance (SAACA). Cox invites area residents to bring a blanket or lawn chair and join us for a free movie along with food vendors, music, jumping castles, balloon twisters, and arts and crafts exhibits from area non-profits. The May 22 movie will be Penguins of Madagascar. For more information, visit www.saaca.org/Cox_Movies_in_the_Park.html or call 797-3959.

Ongoing

Fox Theatre, 17 W Congress St

www.FoxTucsonTheatre.org

Hotel Congress, 311 E Congress St

<http://hotelcongress.com>

Loft Cinema, 3233 E Speedway Blvd

www.loftcinema.com

Rialto Theatre, 318 E Congress St

<http://www.rialtotheatre.com/>

The Rogue Theatre at The Historic Y, 300 E University Blvd

<http://www.theroguetheatre.org/main.htm>

UA Mineral Museum, 1601 E University Blvd

February 7, 2015– January 31 2016, 10 a.m. - 5 p.m.

'Meet the Trilobites - Arizona's First Inhabitants' - Long before the dinosaurs ruled the earth, the trilobites ruled the seas. Ancient relatives of lobsters and horseshoe crabs, trilo-

bites flourished in the warm seas that covered much of Arizona millions of years ago. *Meet the Trilobites – Arizona's First Inhabitants*, the new exhibit at the Flandrau Science Center and Planetarium, features world-class trilobite fossils from around the globe. Come travel back in time and discover the wondrous world of trilobites!

<http://www.uamineralmuseum.org/>

Southern Arizona Transportation Museum, 414 N Toole Ave.

Explore regional transportation history, and see a freight trains passing by, or ring the locomotive bell at the Southern Arizona Transportation Museum every Saturday, year round.

Tuesday – Thursday, Sunday: 1100am - 3:00pm; Friday & Saturdays: 10:00am - 4:00pm

<http://www.tucsonhistoricdepot.org>

Arizona Theater Company, 330 S Scott Ave

<http://www.arizonatheatre.org/>

Tucson Museum of Art, 140 N Main Ave

www.TucsonMusuemofArt.org

Meet Me at Maynards, 311 E Congress St (north entrance on Toole)

A social walk/run through the Downtown area

Every Monday, rain or shine, holidays too!

Hotel Congress Check-in begins at 5:15pm.

www.MeetMeatMaynards.com

Tucson Botanical Gardens, 2150 N Alvernon Way

<http://www.tucsonbotanical.org>

Jewish History Museum, 564 S Stone Ave

www.jewishhistorymuseum.org

Children's Museum Tucson, 200 S 6th Ave

Tuesday - Friday: 9:00am - 5:00pm; Saturdays & Sundays: 10:00am - 5:00pm

www.childrensmuseumtucson.org

Arizona State Museum, 1013 E University Blvd

November 9, 2013, through July 2015, "Curtis Reframed: The Arizona Portfolios."

www.statemuseum.arizona.edu